Amendments to the Claims:

1-10. (Canceled)

11. (New) A turbocharger having a variable nozzle device, comprising:

a compressor and an exhaust gas-driven turbine, the turbine comprising a turbine wheel disposed within a turbine housing, the turbine housing receiving exhaust gas from an engine, the turbine having an annular nozzle defined between an inboard wall and an outboard wall for guiding the exhaust gas to the turbine wheel, wherein the annular nozzle comprises a variable nozzle device comprising:

a plurality of vanes mounted on the inboard wall and extending into the annular nozzle, the inboard wall and the vanes being fixed;

an axially movable, tube-shaped piston disposed within the turbine housing and having a piston end that forms the outboard wall of the annular nozzle such that the outboard wall is axially movable for varying an axial width of the annular nozzle, the piston end being stepped such that an annular first portion of the piston end extends axially farther toward the inboard wall than does a second portion of the piston end, the piston being axially movable in one direction into a fully closed position in which the first portion of the piston end passes along the radial outside or inside of the vanes and contacts the inboard wall so as to completely close the annular nozzle, and being axially movable in an opposite direction into partially open and fully open positions in which the first portion of the piston end is spaced from the inboard wall.

12. (New) The turbocharger of claim 11, wherein the annular nozzle has a maximum axial width when the piston is in the fully open position, and the vanes extend over only a part of the maximum axial width.

13. (New) The turbocharger of claim 11, wherein the inboard wall is formed by a vaned shroud having the vanes.

14. (New) The turbocharger of claim 11, wherein the turbine housing and the piston are configured such that the fully open position of the piston allows some of the exhaust gas flowing through the annular nozzle to bypass the turbine wheel.

15. (New) The turbocharger of claim 11, wherein the first portion of the piston end passes along the radial outside of the vanes.

16. (New) The turbocharger of claim 11, wherein the first portion of the piston end passes along the radial inside of the vanes.

17. (New) An engine boosting system, comprising a first turbocharger and a second turbocharger arranged in parallel with respect to an internal combustion engine, wherein the second turbocharger comprises the turbocharger having the variable nozzle device in accordance with claim 11.

18. (New) A diesel engine boosting system, comprising the turbocharger in accordance with claim 11, and an electronic control device operable to close the variable nozzle device of the turbocharger to an optimum position for engine braking by causing a high back pressure upstream of the turbine of the turbocharger.

19. (New) An engine boosting system for an internal combustion engine, comprising:

the turbocharger having the variable nozzle device in accordance with claim 14; and

a catalyst disposed downstream of the turbocharger, wherein the engine boosting system is operable to open the variable nozzle device at a start of the engine so as to cause exhaust gas to bypass the turbine wheel and heat up the catalyst.

20. (New) A method for operating an internal combustion engine, the method comprising the steps of:

providing a first turbocharger and a second turbocharger arranged in parallel with respect to the engine, wherein the second turbocharger comprises the turbocharger having the variable nozzle device in accordance with claim 11;

completely closing the variable nozzle device of the second turbocharger when the engine is operating below a certain rotational speed, such that only the first turbocharger works to supercharge the engine; and

opening the variable nozzle device of the second turbocharger when the engine is operating above said certain rotational speed.